

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR.	STEAMERS.	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"BULOW" H. Formes	WEDNESDAY, 18th May, Noon.
SHANGHAI, NAGASAKI, KOBE, MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ ERNST FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 18th May.
VOYOKAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isenck	SATURDAY, 21st May, Daylight.
KUDAT and SANDAKAN	"BORMOD" Capt. F. Sembill	About end of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
HELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th May, 1910.

Intimation.
THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance 80 ft.
Water on Blocks 8 ft.

No. 2 DOCK.

IN COURSE OF CONSTRUCTION.
Docking Length 375 ft.
Width of Entrance 50 ft.
Water on Blocks 6 ft.

No. 3 DOCK.

Docking Length 81 ft.
Width of Entrance 63 ft.
Water on Blocks 21 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Libby's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.
Liebers, Scott, A. 1, and Watkins.

Yokohama, April 28th, 1903.

"TEKRA'S THE RUB."

[The British public, thanks largely to the boom in rubber shares, is threatened with a heavy increase in the cost of every article into the composition of which rubber enters, from umbrella rings and sandshoes to balloons.—*Daily Express*.]Oh, Rubber, the noise of your booming
Has travelled a-wide as afar!
Your prospects are rosy and blooming,
Your shares seem ashamed of their parlour
But even as your prices go soaring,
Remember my anxious complaint:That though there are some of us scoring,
There're others who ain't!There's Archie commencing to blubber:
Because they have raised his pram!
He doesn't believe that the rubber
Will bring him more toffee and jam!And baby's own bottle of tipple
Is cheap and exceedingly nice!
But "Dash it!" says baby, "the nipple
Costs triple the price!"There's he who has contrived his soul in
The little round ball on the tee,
Who lives but to do the 18th hole in!
A — the bogie is 3!Will he be content with just cursing
Himself and his bagful of tricks?
When into the burn he's dispersing
A cool "two-and-six"?And even the dear little women
Will not be immune from the tide;They'll find that the caps that they swim in
Cost more than the fringes they hide!

And if Clara, through sundry hard "knockings,"

Is anxious—like many before—
To keep up her tennis (and stockings!),
She'll have to pay more!

Again, there are those whose delight is—

When winter is finding its form—
To snuggle in bed in their "slythes,"

With feet, oh! delightfully warm!

But now we have entered an era

Where luxuries vie with the rent!

And hot-water bottles are dearer

By twenty per cent!

THORNTON BRIMSTAGE.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
13, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.
Hongkong, 27th January, 1910.

TSIN TING

METHODS OF DENTISTRY.

STUDIO NO. 14, D'ACQUAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th Jan., 1910.

Intimations.

NOTICE.

M. LI HON-FAN, a Chinese graduate in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37 Hollywood Road, and floor.

Hongkong, 1st January, 1910.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green-Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted by the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen,
Waglan, San Ki Wan,
Stanley, Tai Po,
Cape Collinson, Sha Tau Kok.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light houses.

T. G. Price,
Director.

Hongkong, 6th September, 1909.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal:

1. A CONE point upwards
Indicates a Typhoon to the North of the Colony.2. A CONE point upwards and DRUM below
Indicates a Typhoon to the North-East of the Colony.3. A DRUM
Indicates a Typhoon to the East of the Colony.4. A CONE point downwards and DRUM below
Indicates a Typhoon to the South-East of the Colony.5. A CONE point downwards
Indicates a Typhoon to the South of the Colony.6. A CONE point downwards and BALL below
Indicates a Typhoon to the South-West of the Colony.7. A BALL
Indicates a Typhoon to the West of the Colony.8. A CONE point upwards and BALL below
Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

JAPANESE MASSAGE.

Masieur MEIJI SHA,
GRADUATE OF KOBE MESSAGE SCHOOL.ATTENDANCE AT PATIENTS' RESIDENCE
No. 171, WANCHAI ROAD.

GROUND FLOOR.

Hongkong, 20th January, 1910.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green-Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted by the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen,
Waglan, San Ki Wan,
Stanley, Tai Po,
Cape Collinson, Sha Tau Kok.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light houses.

T. G. Price,
Director.

Hongkong, 6th September, 1909.

T. G. Price,
Director.

Entimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES :

PER DOZ.

Soda Water	50 Cents.
Soda Water (Bombay bottles)	60
Potash, Selzer, & B. P. Soda	60
Lemonade	65
Tonic Water	75
Lithia Water	75
Ginger Ale	75
Sarsaparilla	75
Orange Champagne	75
Lemon Squash	75
Raspberryade	75

SPECIALTIES :

Soda Ginger Beer	85 Cents.
Dry Ginger Ale	Pints 5/-; Splits 6/-
Lime Fruit Cham-	page

Bottles will be charged for at the Rate of \$1.10 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 30th April, 1910.

18

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$88 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum: proportionate Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.10 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

On May 6, 1910, at Shanghai, Simeon Hughes Morley, of the Soo Chee Cotton Spinning Co., aged 24 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 12, 1910.

THE HEALTH OF HONGKONG.

What makes a port infected? What event in a port must happen, and what must be its condition, before the officials responsible for the health and safety of other places consider themselves justified in declaring it infected?

We have always believed that it was necessary for some infectious disease to have declared itself, and be actually raging in a town, before other ports put it under the ban. Ports where an endemic disease regularly at certain seasons becomes endemic are harshly judged, and only a few cases will bring upon it the disgrace of being declared infected.

This it may be said to have brought, upon itself by its past conduct. Still, evidence of present disease there must be; you can't bring up for last year's murders. How many cases of plague would warrant a declaration that Hongkong is infected with that disease? Ten cases? Or five? Or three? Or one? Or none at all? We ask this question because it is obviously necessary to know how many cases of a disease are requisite, in the opinion of the authorities at Batavia, to infect a town and harbour. We know the high reputation enjoyed by our early colonists the Dutch for sound sense and practical ability. We are accustomed to see very plainly their motives, and the causes of any action they take—as a rule, *cosa nostra* our own. But here we fail to understand on what principle they acted. No cases

of plague at all would not, we think, force us to condemn another port as plague infected. In 1892, if we remember rightly, cholera swept through Hamburg. Was that beautiful and prosperous city condemned by any London or Antwerp the following year as cholera-infected? We think not, and at all events are sure that if this was done, it was on account of present, not past, cholera cases. We note, with thanks, the courteous information from Mr. de Reus, the Netherland Consul-General in Hongkong, that he had been kind enough to telegraph to the Authorities of the Netherlands-Indian Government pointing out that since the 1st of May no case of plague had occurred here, and expressing the hope that if this absence of evidence of crime continued the punishment might be discontinued. These were not the actual words of the Netherlands Consul-General. We learned yesterday, that a person suffering from plague contracted in Canton was here; but in no country on earth, as far as we know, could that be brought against us. This is the old story of the poor dog with a bad name. It is true that at this season we ought by all rules to be suffering from plague in our midst; but thanks to the admirable efficiency of our doctors, that is to say, our Health Officers and the officials of our Sanitary Department, we happen to be perfectly well. Please, say we, in future do not do to us what they did to the dog—*lock us first and try us afterwards.*

BOY SCOUTS.

Sir Henry May's speech yesterday evening will be read with deep interest by the parents of Hongkong, and, we hope, by a large number of our boys. Many of us will sigh, with him, that when we were boys nobody thought of organizing brigades for us. Times have advanced indeed, and infinitely for the better. The Rev. H. O. Spink has organized a Boy's Brigade at Kowloon, and under his experienced guidance a company of our rising generation will be given the advantage of what His Excellency calls "a mission amongst boys to organize them and teach them useful knowledge, athletics and games, and to assist them to learn obedience and discipline, to become clean, strong and upright men." Sir Henry was followed by Colonel St. John, the officer commanding the troops in South China, who in a few admirable and manly words laid stress on His Excellency's advice to boys about their bodies, pointing out that to keep them well and clean as well as their minds, was to exceed the Kingdom of the best man of all. Cleanliness and vigour of body do indeed make for purity and strength of mind, and this "Scout" system of training invented and established by General Sir R. S. Baden-Powell develops also a sense of honour and respect for all noble and laudable things which add new joy to boyhood while lending a graciousness and even a dignity which it too often lacks in the absence of those virtues, or in their imperfect possession and realization. For a really fine boy will generally make a really fine man, and this "Scout" system is an ideal training to that end. We would not seem ungrateful or churlish, or fault-finding; but is it not a little to be regretted that this Scout movement in Hongkong should be associated with anything like sectarianism. We welcome most warmly Mr. Spink's kind offices, but could they not have been secured without even the appearance of the Church's shadow. We note that some others interested in the scout movement met yesterday evening at the schoolroom of the Union Church? We cannot but approve of every scout organization, but we deplore the plain fact that the two, first of these are associated with religious and sectarian activity, and that one should have already received the blessing of our Government while the other was still in the cold of a Union Church schoolroom. We should like Boy Scouts to be wholly unsectarian, unconcerned as Boy Scouts with any religious body, though individually and personally devout Christians and sincere members of whatever sect they adhere to.

PRASSTIGHE.

So British prestige has declined, we are told, and we are to believe that it was never lower than it is to-day. British prestige! What is prestige? It is the awe inspired by the shadow of the great. It is that which makes men take off their hats on entering a church, and it is that, not only custom, which makes a sailor salute the quarter-deck. It is that which men feel in the presence of power. The shadow cast by Britain is very great. There are many kinds of power within it. We share with Mr. Bland and many other critics the opinion that not only members of the China Association but all patriotic British subjects with interests out here ought to co-ordinate the various forces which work for the protection of British interests, and that a policy of *laissez faire* is harmful. We hold that our true policy is "without any suspicion of hostility, in a dignified and systematic manner to push and press for legitimate British interests in cases where they cannot be secured by the ordinary methods of friendly relations." Our policy ought indeed to be "one of publicity and pressure—public

city, honest laying of facts, without unnecessary concealment, before the "man in the street," and pressure in inducing the Government to take an active interest in and vigorously to assist British trade and commerce in the Far East. At the annual meeting of the China Association Mr. Bland proposed an amendment on the report which was not only a declaration of the continued decline of British prestige in China, but practically a vote of censure on the committee of the Association.

Mr. George Jamieson, some time H. B. M. Consul-General in Shanghai, a critic to whose utterances the greatest weight must always be given, appealed to Mr. Bland to withdraw this amendment. So did Mr. Gundry and others. Eventually it was lost by a large majority, not however because the members denied the facts adduced by Mr. Bland, nor the desirability of pursuing such a policy as he, and we, too, advocated. The amendment was lost because it was a vote of censure, because it charged the committee with dereliction of duty. It was also urged with some force that to "promote lectures, publish articles and impress upon the British public the alleged fact that British prestige was on the wane" would cost money, and that the China League which had been formed to pursue a policy of propaganda came to an untimely end through debt. The inadvisability of publishing certain despatches and "heaps of documents" was also mentioned.

Now with the lateral affairs of the Association we have no concern, and we imagine that the large majority of the members judged rightly in rejecting a vote of censure on which they ought to be best qualified to decide. But we are interested in Mr. George Jamieson's declaration that it would be most desirable if the Association could carry out the spirit of the amendment. This is our view, and we are strongly confirmed in it by the remarks of the chairman, Sir Charles Dudgeon, who actually went further, and voted with Mr. Bland. Sir Charles Dudgeon and Mr. Bland have both declared, for a policy of "publicity and pressure," and Mr. George Jamieson has approved of this in spirit, while decimating its expense. We would, while adhering to their policy, only demur to the use of one word, as meaning too much. We have no doubt neglected our trade interests in the Far East, and no doubt we have been weak. We have gained no ground, and may perhaps have lost a little. But it does not follow that because the Peking Government knows quite well that we shall not march an army on the capital, and because Provincial Viceroy's realize that we shall not send gunboats to blow their yachts to matchwood our prestige has therefore declined. *Non agitur.* We are held in less fear, but a decline in fear might, under conceivable circumstances, accompany an increase of our prestige. Moreover, where a dying system and a changing Government may not fear Great Britain a people may—and do. He is merciful, therefore is he to be feared? Let Britain's influence continue to make itself felt after the method used by our lamented King rather than by that of a hand castrated by war. *Sauvile in modo, fortior in re;* he who works with gentle hand and firm, never violent, always placing the right pressure on the right spot, will be a successful workman.

Publicity, therefore, without indiscretion, pressure without violence—let this be our policy, and if Great Britain continue to be great, great will be her shadow, great her prestige.

LOCAL AND GENERAL.

THE S. T. O. came in from Kongmoon yesterday afternoon with her bow plates somewhat badly damaged.

A CASE of plague, the seventh this year, has occurred at No. 3, Tit Hong Lane, third floor. The patient is a Chinaman.

TWENTY-five deportees arrived by the S. S. *Clenfalloch* from Singapore this morning and were shortly afterwards sent back to their homes.

SIX weeks' hard labour was awarded a bramman this morning for stealing a ton of coal from a lighter belonging to the Mitsu Bussan Kisha at Yau-mai.

A CHINESE was fined \$150 or two months' hard labour at the Magistracy this morning for selling opium without a licence at No. 17, Oocheran Street.

A MAN was committed for trial at the Magistracy this morning for kidnapping a child. The victim was some time ago kidnapped by three men and brought over from Kongmoon to Hongkong.

A NATIVE youth was awarded one week's hard labour and six hours' stocks at the Magistracy this morning for stealing a quantity of clothing at Tai-kok-sui. The thief appropriated the articles by climbing through the roof of a house.

ADVICES from Messrs. Caldecott MacGregor & Co. in London to their Hongkong office state that they have been appointed purveyors to the House of Lords and House of Commons for their V.O.S. and Extra Special Liquor Whisky. Facsimiles of appointments and orders may be seen at their office. We have received samples of these whiskies from that well-known firm of wine and spirit merchants. The "brands" are so widely and popularly known that it would be almost superfluous to recommend them to thirsty souls after a good "Scotch."

MR. FREDERICK W. MAGER, A. M. Inst. C. E. (of the Federated Malay States), has been elected a Fellow of the Royal Colonial Institute.

DURING the month of March, the health authorities in England rejected no fewer than 17,000 carcasses of pigs imported from China for food.

MR. GEORGE BROWN, of the Peking Syndicate, and Mr. North, consulting engineer to the Syndicate, left Peking for the Kisan mines, a few days ago.

THEY are 161 societies registered in the Settlement of Penang under the Societies Ordinance 1909, and 50 societies exempted from registration.

THE Rajah of Sarawak (Sir Charles Brook), who spent the winter at his hunting-box near Cirencester, in Gloucestershire, has left England on his return to Borneo.

THE marriage of Mr. J. Lolas, I. M. Customs, Hankow, and Miss C. Jones was celebrated before Consul-General E. H. Fraser, C. M. G., in Hankow, on the 2nd inst.

WE have received from Messrs. Atchbold, Katherberg and Co. the report of the Fatum Accident Insurance Co., and from Messrs. Sander, Wieser and Co. that of the Magdeburg Fire Insurance Co.

STAFF Surgeon C. B. Fairbank joins the cruiser *Florence* of China Squadron. Staff Surgeon C. B. Fairbank has spent 12 years in the medical department of the fleet, and was promoted staff surgeon four years ago.

ACCORDING to the *Jewish World*, a Hebrew club has been started in London, the object of which is to promote the use of Hebrew as a spoken language by means of informal social gathering at which Hebrew will be the general medium of intercourse.

SIX Robert Bredon arrived in Shanghai unexpectedly on 6th inst. from Peking, having travelled down by way of Hankow and Nanking—84 hours in all from the Capital. He proceeded to the Palace Hotel and will probably remain there during his sojourn in town.

A TIENSIN message states that the British, American, German and French merchants in Tientsin have been entertaining the Chinese Commissioner of the Navy every day lately, with a view to securing orders for building men-of-war for the Chinese Navy.

A INQUISTION was held at the City Coroners' Court on the body of Sasseon Elazar, 22, who committed suicide by strangling himself in a cell at the Old Bailey. The jury returned a verdict of "Suicide," adding that there was no evidence to show Elazar's state of mind.

THE DELI-COURT COMPANY, LIMITED, made in 1909 a net profit of \$1,32,924, so that a dividend of 5 per cent. will be declared. Further, a dividend of 7½ per cent. will be paid by the Kali-Bago Sugar Manufactory, 13,54 per cent. by the Poerwokoero Sugar Manufactory, and 17 per cent. by the Bantak Culture Company.

KOSMEE, the famous Bond-Street (London) beauty doctor, has just executed an extra-ordinary commission. He has tattooed a portrait of the King on a gentleman's bald head. The rest of his body has also been covered with beautiful designs by Kosmee, and the whole of the tattooing is the most artistic example of this sort of work in existence.

REPORTS have reached Shanghai from Kuling that there are a large number of foreign refugees from Changsha and neighbouring places at the moment in that resort, awaiting the settling down of the populace in Hunan before returning to their work. The road between Kiukiang and Kuling is progressing rapidly, and is expected to be in fair order before the annual rush to Kuling takes place.

MUCH indignation has been aroused at Stockholm by a report of the Swedish Board of Sanitation, which has just been issued. The members of the board had been for some time engaged in analysing samples of the tea for sale in the markets, and it seems that many of the brands were adulterated to an incredible extent, some even containing quantities of live insects. Prosecutions will doubtless follow in due course.

THE KING has been pleased to give and grant unto Mr. William Bullard, manager of the Eastern Extension Telegraph Company at Shanghai, His Majesty's Royal licence and authority to accept and wear the insignia of the Third Class of the First Division of the Imperial Order of the Double Dragon, conferred upon him by his Majesty the Emperor of China, in recognition of valuable services rendered by him.

NEGOTIATIONS with a view to develop Austrian relations with the Far East are pending between the general manager of the Austrian-Lloyd and Mr. G. Tashikawa, the Hamburg representative of the Japanese firm of Mitsui and Co., who has come to Vienna on the invitation of the Minister of Commerce. The firm of Mitsui and Co., it is stated, intends to extend its field of operations to the Austro-Hungarian Monarchy and to develop the commercial exchanges between this country and the Far East. It is reported that a very satisfactory result has been arrived at in the negotiations.

EVEN in the Portuguese Indian possessions of Goa rubber is being discussed. Our Consul there says that in 1908 an experimental plantation of Para and Ceara rubber trees was started by the Government, and the experience, up to the present, is promising.

The trees, two years after the date of sowing, are healthy, and have gained a height above the average for their age. Some experiments have shown that the growth is very rapid under this treatment. Ceara trees treated with fish manure will, he adds, judge from the size to-day, reach maturity at three years instead of four to six years. This sounds a tall order.

The King's Death.

ROYAL THANKS.

SECRETARY OF STATE'S TELEGRAMS.

His Excellency the Officer Administering the Government has received to-day the following telegram from the Secretary of State for the Colonies in reply to the resolution passed by the Legislative Council expressing sympathy with Their Majesties on the occasion of the death of King Edward the Seventh:

"GOVERNOR, Hongkong.

"Your telegram dated the 9th May has been laid before Their Majesties, and I am commanded to convey Their Majesties' heartfelt thanks for loyal and dutiful message of sympathy with them in their great bereavement.

"(Sd.), CREWE."

The following later telegram was communicated to us for publication:

"COURT MOURNING."

"GOVERNOR, Hongkong."

"Court morning will last until May 6, 1910. It is expected that public will wear decent mourning from May 12, duration not fixed yet."

"King Edward's funeral will take place on morning of May 20th. (Sd.), CREWE."

"WAGLAN LIGHTHOUSE."

"REDUCE TO SHORT COMMONS."

The long continued drought is making itself, if not

SHANGHAI CHAMPIONS.

A JOCKEY'S OPINION.

The following letters appear in the *N. C. D.* News of 7th inst:

Sir.—As the objection laid against Marbles in the Champions has made a very painful impression generally, I think those witnessing the race would like to hear a jockey's opinion, and from one who was riding in the race, and always well up.

There is no doubt about it, that Marbles entered the last quarter 6-7 lengths in front of any other pony.

Next round the Bend was myself on Sagittus, Spring Rose right close beside me.

As we entered the straight, I saw that Marbles was making for the dry ground on the outside.

I was of the opinion that Marbles had made his effort and would come back to us. A great mistake, he kept on.

I made straight down the middle of the course; Spring Rose followed Marbles and also made off to the left for the outside.

For over two thirds of the last quarter no material change took in the relative distances between the ponies. Marbles had by this time come well out on the outside, so had Spring Rose.

As we gradually neared the Winning Post, both Spring Rose and myself had come up to about within 3 lengths of Marbles, when all of a sudden I saw Marbles stagger and swerve slightly.

Spring Rose noticed it also, as we both made desperate efforts to catch Marbles; but I am absolutely convinced and positive in my own mind, that no jockey could have passed Marbles in the short distance before the Winning Post, reached, in such heavy going, even if both ponies had run straight. And, in my opinion, from a sporting point of view, the name of Marbles must go down to The Unbeaten Pony of the Spring Meeting of 1910.

I am sorry for its genial owner, Mr. Washi and for Mr. Springfield who has so unfortunately lost his first Champion.

I am, etc.,
ERIC MOLTER,
Rider of Sagittarius.

To the Editor of the:

"NORTH CHINA DAILY NEWS."

Sir.—May I inquire under what circumstances the third place in the Champions was awarded to Marbles Cup, as I understand the rider did not "weigh in" after the race, which is necessary under Newmarket Rules, by which I believe our races are conducted?

Enclosing my card,

I am, etc.,
LOTTERY.

In regard to the complaint lodged against Marbles in the Champions it would have obviated popular misunderstanding, if the Stewards had issued with their note of disqualification an explanation of the incident, in view of the double swerve made by Marbles. The swerve complained of took place within a few lengths of the winning post and was seen clearly from the Stewards' Box. It is claimed that the swerve, however unintentional, threw Spring Rose out of his stride and caused him to lose the ground which would have placed him ahead of Marbles at the post. The popular idea that the complaint was lodged against a technical breach merely on the part of Marbles thus falls to the ground, and it is only fair to Spring Rose's jockey, Mr. C. R. B. to state, that in the absence of the pony's owner he felt obliged to lodge an objection. We regret that the name of Sir Paul Chater should have been given as the owner of Spring Rose, as we learn that he has no longer any interest in Mr. Buxey's stable.—Ed.

CANTON-HANKOW RAILWAY.

MEETING OF SHAREHOLDERS.

[From Our Own Correspondent.]

Canton, 10th May.

On the 9th instant a general meeting of shareholders of the Canton-Hankow Railway Company was held at the company's office for the purpose of electing, by ballot, a president, a vice-president and a board of directors of the company. Besides a large number of shareholders, there were also present Admiral Li Chuan, the Provincial Treasurer, Chan Kwei Lin, the Provincial Judge, Chin-kuo Yeo, Tautai Wong Ping-Yun, the Taotai for the Development of Native Industries, the Taotai of Constabulary and the two district Magistrates of Nanhui and Panyu. The ballot papers were opened in the presence of the officials. The names of the first twenty men having the largest number of votes will be forwarded to the Ministry of Posts and Communications at Peking and from among them one will be selected by the Ministry to be president, one to be vice-president and seven others to complete the board. Mr. Chin Tiu Yau headed the list, having secured 1,463 votes. It is pleasant to state that on this occasion the meeting was conducted in a perfectly orderly manner and there was no dispute or disturbance of any kind like those at the previous meetings of the company.

SIR CHEN TUNG.

A few days ago at the request of the public and more especially of the shareholders of the Canton-Hankow Railway Company, the Canton Self-Government Society forwarded a telegram to the Ministry of Posts and Communications and other high authorities at Peking asking them to defer the departure of Sir Cheo Tong Liang Cheng for Germany to take up his new appointment as Chinese Minister, pending the completion of the examination of the accounts of the Canton-Hankow Railway Company by the official auditors.

Mr. Cheo Tong Liang Cheng was formerly president of the Railway Company and could clear up any doubts arising out of the audit of the accounts of the Company. Yesterday H.E. Mr. C. V. Ceroy Yean received a telegram from the Ministry of Posts and Communications instructing him to severely reprimand the members of the Self-Government Society for the unseemly attitude they had taken up in the matter.

THE MERCANTILE BANK.

The annual general meeting of the shareholders of this Bank, was held at Winchester House, Old Broad Street, London, E.C., on Tuesday, the 5th day of April, Mr. R. J. Black, presiding.

The Chairman said the year 1909 was not one in which great results could be expected. Money was cheap, margins in exchange were poor, and for the greater part of the year trade with India and the further East was below normal, and therefore the opportunities of profitably employing our funds were more or less restricted.

Mr. McKinnon Wood (Glasgow, St. Rollox, Min.), who replied, said.—An agreement was come to by British and German financial groups in 1898 in regard to railways in the two districts in question. It was not a formal understanding by the two Governments. That agreement has not been cancelled, but the German group contended with the British group that it did not apply in the case of the loan for the Hankow-Canton and Hankow-Szechuan railways, and it was not considered advisable to ratify this claim, which would only have led to competition between the different groups.

Earl Winterton asked whether it was not the case that the agreement of 1898 was within the knowledge, if it did not actually receive the sanction, of both the German and the British Governments, and was regarded as binding on the citizens of both countries in China.

Mr. McKinnon Wood.—The agreement was made not between the two Governments, but between two financial groups, and it is difficult for the Governments to coerce their different subjects in China to observe such an agreement.

CHINA IN PARLIAMENT.

RAILWAYS IN CHINA.

In the House of Commons on April 13 Earl Winterton asked the Secretary of State for Foreign Affairs whether it was the fact that an agreement or understanding between Great Britain and Germany regarding German interests in the Yangtze was last year, on the demand of Germany, considered obsolete or ineffective; and whether, in consequence, Germany successfully claimed a right to participate in the Hankow-Canton railway project.

Mr. McKinnon Wood (Glasgow, St. Rollox, Min.), who replied, said.—An agreement was come to by British and German financial groups in 1898 in regard to railways in the two districts in question. It was not a formal understanding by the two Governments. That agreement has not been cancelled, but the German group contended with the British group that it did not apply in the case of the loan for the Hankow-Canton and Hankow-Szechuan railways, and it was not considered advisable to ratify this claim, which would only have led to competition between the different groups.

Earl Winterton asked whether it was not the case that the agreement of 1898 was within the knowledge, if it did not actually receive the sanction, of both the German and the British Governments, and was regarded as binding on the citizens of both countries in China.

Mr. McKinnon Wood.—The agreement was made not between the two Governments, but between two financial groups, and it is difficult for the Governments to coerce their different subjects in China to observe such an agreement.

CHINESE PORK.

In the House of Commons on April 13, Mr. Petrie (Davies, Opp.) asked the President of the Local Government Board whether he had ascertained if a part or all of the shipment of Chinese pork that was condemned and refused landing at Liverpool and London had been transhipped to the Isle of Man; whether it was being there made into bacon; whether any of such bacon was being shipped to London and Liverpool; whether as it was impossible for exports to determine by examination if bacon had been made from diseased carcasses or not, there was any means of preventing bacon, if made from diseased carcasses of Chinese pig in the Isle of Man being sold in this country as English-cured; and what steps would be taken to prevent it.

Mr. Buras (Barterer).—The consignment of pork referred to in the question was not condemned at Liverpool and London as being unfit for food. So far as my information goes, it was subjected to careful examination by British experts in China before dispatch, any doubtful carcasses being rejected. This circumstance, and the ordinary inspection at the ports to which food imports are subjected, seem sufficient to remove any apprehension.

Mr. Flavio (Kerry, N. Nat.) asked whether the right hon. gentleman would make inquiries as to the nature of the food upon which these pigs were fed.

Mr. Buras.—These pigs are not, as the hon. gentleman supposes, the black scavenger pigs, but the white pigs fed on rice from the Yangtze Valley. (Laughter.)

Mr. Remond.—Is it not the fact that these alleged rice-fed pigs are only fed on rice one or two days before they are slaughtered?

No reply was given.

Mr. Kilbride (Kildare, S. Nat.) asked whether a portion of the carcass was not removed in order to prevent the detection of tuberculosis.

Mr. Buras said the Local Government Board insisted upon the carcass being landed whole. But part of the carcass was removed by the exporters for commercial reasons, as the carcass fetched more in the market without the backbone than with it.

Mr. Fell (Great Yarmouth, Opp.) asked the President of the Local Government Board what steps he was taking to prevent the introduction into this country of the Chinese pork which was being converted into bacon in the Isle of Man, after having been twice rejected at port in this country.

Mr. Burns.—Any bacon which is imported into this country is liable to inspection by the medical officer of health, and he is empowered to seize it if in his opinion it is unsound, unwholesome, or unfit for human consumption.

Mr. Fell asked whether the right hon. gentleman was aware that 25 bales of bacon made from this pork had already been received by the Union Cold Storage Company in London.

Mr. Burns.—I am not.

Mr. Ries.—Is it suggested that any expert can tell by examining these carcasses whether the animals were fed or how long they were fed on rice?

Mr. Burns.—We take the precaution through the British Consul in the district to find out whether these pigs are fed as I have stated, and we have satisfied ourselves that the suggestions made by hon. members are untrue.

Mr. Hunt (Shropshire, Ludlow, Opp.)—When bacon is imported into this country can the inspectors tell whether it has been obtained from pigs suffering from tuberculosis or not?

Mr. Burns.—We take the precaution through the British Consul in the district to find out whether these pigs are fed as I have stated, and we have satisfied ourselves that the suggestions made by hon. members are untrue.

Mr. Remond.—Will the right hon. gentleman let the House see a copy of the report which he has received from the Consul?

Mr. Burns.—I will read it to the hon. member. ("No.") It is dated August, 1909, and the Consul-General at Hankow states that "the animals exported were different from the ordinary scavenger pig; they are of a special breed, and they are fed on rice in the district of the Yangtze river."

Mr. Leigh Wood, C.M.O., seconded the resolution.

Mr. Newell.—May I ask if many shares have been allotted in India?

The Secretary.—About 40,000.

The resolution was then put to the meeting and carried unanimously.

The Chairman.—That is all the business for the meeting.

Mr. Salinger moved a vote of thanks to the Chairman, which was seconded by Mr. Gros and carried.

The Chairman made a brief acknowledgment, and the proceedings terminated.

A REGISTRY FOR SHAMEN.

WHAT MR. BUXTON SHOULD DO.

The members of the Advisory Committee to the Board of Trade in matters affecting the mercantile marine adopted a resolution at their last meeting expressing approval of the scheme submitted to them for the establishment and maintenance of an Indexed Central Register for Seamen, and it now remains to be seen whether Mr. Sydney Buxton, as President of the Board of Trade will give effect to the recommendation, or whether, at the bidding of the permanent officials of his department, he will adduce to a system which at present costs a considerable amount of public money without being of any practical value.

As between the two forces, Mr. Buxton will be well advised if he allows himself to be guided by the views of the Advisory Committee. The gentlemen who compose this committee know what they are talking about and what they are recommending. As a corporate body, they can speak for the everyday working life of our vast shipping community. They represent, not in any abstract or honorary capacity, but as men whose daily lives are in active touch with shipping concerns, both the shipowners and the seamen.

CARRYING OUT THE LAW.

The President of the Board of Trade would do well to note that it is not merely to this advice of his Committee that he is asked to give effect. The law lays it down expressly that such a Register as the one for which the Advisory Committee is contending is obligatory. Section 352 of the Merchant Shipping Act of 1904 says specifically: "The Registrar-General of Shipping and Seamen shall by means of documents transmitted to him in pursuance of this Act, and by any other means in his power, keep at his office a register of all persons who serve in ships subject to this Act."

A child in these matters would know very well that when Parliament inserted that section in the Act of 1894 it meant by "a register of all persons who serve in ships," an indexed, effective register, which would serve a practical purpose, and which could be readily consulted for information and guidance. There is no such a register in existence to-day. The Registrar-General of Shipping and Seamen might be able to tell that a seaman died on a certain ship on a certain voyage. In the way of tracing a seaman this is about all that he can tell, although no map exists of a British port on a British ship without piles of documents coming into existence to attest the terms and nature of the agreement into which he has entered with those who employ him.

CONFUSION AND WASTE.

All this confusion, and slovenliness, and inefficiency is costing almost as much in hard cash, as the upkeep of a regular and systematic register. At every port of the United Kingdom—and putting these at thirty is a low figure—a clerical staff is employed in filling up engagement books with names after names of seamen as they are found in the ship's articles. Not one of these books is systematically indexed, and when an application is made locally or from London as to any particular seaman, these endless pages, containing nothing but names, have to be examined line after line in a search that may quite easily miss the very name that is wanted.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant. If Mr. Sydney Buxton is wise, he will probe this matter for himself, not content himself with listening alone to his permanent officials.

It is only on this blind and helpless search that the Registrar-General of Seamen and Shipping can rely if he wants any definite information about a specific individual. The waste of time and the waste of money involved in maintaining this barren and useless method of procedure would not be tolerated for an instant

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of the Orient" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passenger services booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Month and Birth in Sleeping Car while crossing the American Continent) by Canadian Pacific direct Line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTRAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

H. W. CHADDOCK, General Trade Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

12

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

MANILA LOONGSANG* FRIDAY, 13th May, 4 P.M.
SHANGHAI CHOYANG* SATURDAY, 14th May, Noon.
TIENTHSIN via CHEFOO CHONGSHING* SUNDAY, 15th May, Daylight.
SHANGHAI, KOBE & MOJI KU TSANG* TUESDAY, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA, NAMSANG* THURSDAY, 19th May, Noon.
MANILA YUENSANG* FRIDAY, 20th May, 4 P.M.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light, a duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Charge on through Bills of Lading to Yantze Ports, Chefoo, Tientsin & Newchwuan.

For Freight or Passage, apply to JARDINE MATTHESON & CO., LTD.

Telephone No. 225, Hongkong, 12th May 1910.

General Managers.

18

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL
GEBU & ILOILO "KALFONG" 14th May, Noon.
SAMARANG & SURABAYA "SHANTUNG" 14th " 4 P.M.
SHANGHAI "LIAH" 15th " Daylight.
MANILA "TAMING" 17th " 3 P.M.
SHANGHAI "ANHUI" 19th " 4 P.M.
SHANGHAI "CHINHUA" 22nd " Daylight.
MANILA "TEAN" 24th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA, "CHANGSHA" 26th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Port.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A duly qualified Doctor is carried. REDUCED FARES.

Gauge booked throughout for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lian*, *Chinhuai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, Agents.

Telephone No. 36, Hongkong, 12th May, 1910.

19

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamer	Tons.	Captain.	For	Sailing Date.
KUBI	1540	A. Fraser	MANILA	SATURDAY, 14th May, at Noon.
ZAFIRO	1580	R. Rodger		SATURDAY, 21st May, at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO., GENERAL MANAGERS.

Hongkong, 12th May, 1910.

19

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TAUOMA, with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM

FOR

STRAITS, Ceylon, Australia, India,

Aden, Egypt, Mediterranean

Ports, Plymouth and

LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"DOLPHIN."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mail, will be despatched from this for HOMPAW, &c., on SATURDAY, the 14th May, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Modon* 9621 tons, from Colombo, Passengers' accommodation in which vessel is assured before departure from Hongkong.

Silk and Valuables, all Cargo for France and "Ten" for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *India*, due in London on 26th June, 1910.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to H. A. JEWETT, Superintendent, Hongkong, 2nd May, 1910.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH-AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"CAPRI."

Captain Moretti, will be despatched as above on SATURDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 11th May, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship.

"MONMOUTHSHIRE."

Captain G. E. Warner, will be despatched as above on or about 25th inst.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD., Agents.

Hongkong, 4th May, 1910.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "SURUGA" About 31st May.

For Freight and further information, apply to DODWELL & CO., LIMITED.

Hongkong, 3rd May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TAUOMA & SEATTLE.

FOR MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date.

Steamer	Tons	Captain	Sailing Date
Oceanus	4,657	F. W. Davies	11th June
Kumoto	6,135	J. Mathie	12th July
Aymara	4,303	J. Boyd	26th July
Sword	6,352	F. S. Cowley	23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queens Building, Hongkong, 12th May, 1910.

19

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship.

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 17th May, at Noon.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED.

<p

RUBBER ESTATE RETURNS.

	Mar. April Total.
Allagar	5,550 5,500
Anglo Malay	53,162 8,839 20,130
Ayer Molek	1,344
Ayer Kuning	300
Balgowrie	9,028 25,231
Banteng	1,644 4,029
Batu Caves	3,611 20,835
Batu Tiga	6,306 16,857
Bertam	9,588 32,888
Bukit Kajang	2,603 5,586
Bukit Rajah	41,687 115,373
Bukit Lintang	2,850 3,000 10,350
Bikam	6,930 (for six months)
Carey United	8,000 19,550
Castlefield	5,800 8,312
Changkat Serdang	3,787 3,003 9,596
Cicely	9,625 28,181
Consolidated Malay	24,112 68,85
Caledonia	16,000 50,766
Damansara	20,854 54,671
Edinburgh	5,800 10,450
Federated (S'gor)	0,473 30,266
F.M.S. Rubber	24,450 62,489
Gedong	11,500 24,000
Glozalea	1,063 3,558
Glenbrial	2,172 5,784
Golden Hope	6,101 6,836 19,053
Golconda	12,218 33,737
Harpenden	5,100 1,645
High & Lowlands	47,473 42,65 173,438
Inch Kenneth	13,182 37,663
Kapar Para	16,465
Kalumpang	6,334 6,293 24,634
Kempsey	2,304 7,152
Kepong	2,900 5,359
Kuala Klang	1,692
Kuala Rub. Est.	2,093 5,773
Kuala Lumpur	47,000 31,30
Labu	16,112 14,710 53,039
Landron	27,717 76,934
Ledbury	8,552 24,020
Lingga	63,500 60,500 23,900
London Asiatic	9,851 35,892
Malacca Plant	27,000 81,00
North Hummock	5,037
Nova Scotia	6,000 16,050
Pajam	2,000 2,300 6,650
Pataling	31,068 28,114 97,44
Pegoh	3,114 7,885
Perak Plant	8,850 28,112
Perak Jackson	6,11 1,676
Ribu Rubber	4,350 11,710
Rubana	1,000 33,220
Sengat	5,363 14,47
Selaba	4,423 5,025 14,948
Sungai Chob	3,550 9,550
Sungei Kapar	19,000 53,000
Sandycroft	6,280 22,166
Seafield	11,117 28,037
Selangor	33,158 66,781
Seremban	37,40 78,737
Seawang	5,310 9,599
Shelford	6,000 15,700
Spore & Jaboré	8,177 22,749
Singapore Para	4,200 5,300 18,800
Straits Rubber	5,000
Sungai Salak	1,895 4,771
Tall Ayer	11,500 31,500
Troong	1,084 2,160
United Singapore	10,73 1,300 3,460
Vallambrosa	

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press*.]

COMMERCIAL.

TO-DAY'S EXCHANGE	Selling.
London—Bank T.T.	1/10 1/16
Do. demand	1/10 1/16
Do. 4 months' sight	1/9 1/16
France—Bank T.T.	2,27
America—Bank T.T.	1,43
Germany—Bank T.T.	1,84
India T.T.	1,35
Do. demand	1,85
Shanghai—Bank T.T.	74
Singapore—Bank T.T. p.v. H.K. 500	1,76
Japan—Bank T.T.	88
Java—Bank T.T.	108
Buying.	
4 months' sight L.O.	1/10 1/16
6 months' sight L.O.	1/10 1/16
20 days' sight San F'co & New York	44
4 months' sight do.	45
20 days' sight Sydney & Melbourne....	1/10 1/16
4 months' sight France	318
6 months' sight	2,35
4 months' sight Germany	18
Bar Silver	24 15/16
Bank of England rate	4 %
Govorong	51.05

SHIPPING AND MAILS

MAILS DUE.	
American (<i>Slera</i>) 13th inst.	
Indian (<i>Kutang</i>) 14th inst.	
American (<i>China</i>) 17th inst.	
German (<i>Prinz Eitel Friedrich</i>) 18th inst.	
Indian (<i>Kumang</i>) 19th inst.	
German (<i>Prinz Sigismund</i>) 20th inst.	
American (<i>Asia</i>) 21st prox.	

The s.s. *Aymar* arrived at Victoria, B.C. on 11th inst.

The Bank Line s.s. *Kumang* left Victoria, B.C. on 7th inst. for Hongkong via Japan Ports.

The P. M. S. S. Co.'s s.s. *Slera* will be due at Hongkong on 13th inst. between 2 and 4 p.m.

The E. & A. s.s. *Kastor* left Sydney on 11th inst. for Queensland Ports, Port Darwin, Timor and Manila.

The Imperial German Mail s.s. *Goslar*, which left here on 7th inst. at noon, arrived at Singa-

Shipping.

Steamers Expected.			
Vessel	From	Agents	Date
Sibaria	Japan	P. M. & Co	May 13
Socatra	Singapore	P. & O. Co	May 13
Kutang	Calcutta	P. M. & Co	May 14
Tambu Maru	Yokohama	N. Y. K.	May 14
China	as F'caco	N. M. Co.	May 17
P. E. Frederick	Colombo	G. & Co.	May 18
Asiatic	Calcutta	P. M. & Co.	May 19
Changsha	Australia	B. & S.	May 21
Manchuria	as F'caco	P. M. Co.	May 21
P. Sigismund	Sydney	P. M. Co.	May 21
Chiay Maru	Tacoma	O. S. K.	May 21
Glenfield	San F'caco	P. M. Co.	May 21
Fitz Patrick	Tacoma	O. S. K.	May 21
Tacoma Maru	Tacoma	O. S. K.	June 8

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Monday next, the 16th instant, being a Public Holiday the Post Office will be open for one hour only, i.e., from 8 to 9 a.m.

There will be one delivery and a collection of letters on Sunday.

The Money Order Office will be entirely closed.

Mails from Europe via Siberia:—

Date of Despatch

Date due in

Vessel

Hongkong

To-morrow

Deli

22nd & 23rd April

23rd April

24th April

25th April

26th April

27th April

28th April

29th April

30th April

31st April

1st May

2nd May

3rd May

4th May

5th May

6th May

7th May

8th May

9th May

10th May

11th May

12th May

13th May

14th May

15th May

16th May

17th May

18th May

19th May

20th May

21st May

22nd May

23rd May

24th May

25th May

26th May

27th May

28th May

29th May

30th May

31st May

1st June

2nd June

3rd June

4th June

5th June

6th June

7th June

8th June

9th June

10th June

11th June

12th June

13th June

14th June

15th June

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION LAST DIVIDEND	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,100,000 \$15,00,000 \$250,000	\$2,028.91/8	£2.5/- for half year ending 31.12.09 @ ex 1/9 - 8.1.10	41%	\$950 sellers London & 91/-
National Bank of China, Limited	99,985	7	6	\$4,000 \$30,000	\$39,552	5/- (London 1/6) for 1908 .....	...	\$76 buyers
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$150	\$50	\$1,500,000 \$154,583 \$102,797 \$185,000	BOND	5/- for 1908	6%	175 buyers
North China Insurance Company, Limited	10,000	15	6	\$1,22,000 \$115,453 \$140,833	Tls. 107,573	Final of 7/6 making 15/- for 1908	5%	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,00,000 \$12,488 \$105,747 \$7,3,055	\$387,984	Final of \$50 per share, making in all \$50/- per share for 1908 and an interim divid. end of \$30 per share for 1909	6%	\$84 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,00,000 \$294,405 \$109,400	\$7,7.01/2	\$12 and bonus \$3 for 1907	7%	\$200
FIRE.								
China Fire Insurance Company	30,000	\$100	\$20	\$1,000,000 \$350,341 \$61,161	\$4,8.4 6	5/- and bonus \$2 for 1908	7%	\$113 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$426,218	5/- for 1908	8%	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,743 \$20,000 \$100,29	Dr. \$3.7 7	5/- for 1908 .....	...	\$8 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$150,000	130,166	5/- for year ending 30.6.1908 .....	...	\$33 sellers
Hongkong, Canton & Macao Steamship Co., Ltd	80,000	\$15	\$15	\$17,500 \$103,445 \$19,100	Final of \$1/- for account 1908	8%	\$39 buyers \$330 sales	
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000	65	65	\$10,000 \$40,000 \$70,000 \$100,000	2,13,7.1/4	6/- for 1907 on Preference shares only @ ex 1/9/1906-53, 154/-	...	\$71 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	4	4	\$1,20,000 \$35,000 \$40,000	172,994	[3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09]	5%	95/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$50,000 \$40,980	\$3,151	1/- for year end. on 10.4.1909	4%	\$26
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000 \$383,630	Dr. \$1,020	5/- per share for 1909	54%	\$177 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	...	Dr. \$1,15,80	5/- for 1907 .....	...	\$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	...	Tls. 6.02	Tls. 10 for year ending 31.8.09 .....	...	Tls. 90 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd	1,000,000	£1	£1	\$215,000 \$84,390 none	£1,435	Final of 1/- making 3/- for 1909	9%	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	...	none	First year .....	...	Ps. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	Ps. 10	Ps. 10	\$24,18	...	5/- per share 13th dividend	5%	\$81 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	5/- for year ending 31.1.05 .....	...	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd	60,000	\$550	\$50	\$550,000 \$5,593 \$40,000	\$264,847	5/- for 1909	41%	\$5 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,32,7.5	Tls. 132.7.5	Interim of \$1/- for account 1909 .....	...	160
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	...	Tls. 1.00	Interim of Tls. 2/- for 1909	61%	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	...	Tls. 9,222	Final of Tls. 4 for 1909	7%	Tls. 121
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	...	Tls. 4.3 1/4	Tls. 6 for year ending 31.12.09	58%	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,00,000 \$1,00,000	\$24,6	\$1.10 on old and 6/- cents on first new issue	2%	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	...	\$1,12.7	\$2.60 on old shares and 1.30 on new shares	2%	\$1074
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$10,000	\$27.9	Interim of 3/- for account 1909	6%	\$831
Humphreys Estate & Finance Company, Limited	50,000	\$10	\$10	\$25,000 \$26,945	\$5.71	45 cents for 1909	6%	\$102
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	...	\$2/- per 100	8%	\$83 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,52,1045 Tls. 30,000 none	Tls. 63,963	Final of 6% bonus Tls. 1 for 1909	61%	Tls. 111
West Point Building Company, Limited	12,500	\$50	\$50	...	...	Final of 5.3/- for account 1909	81%	\$40 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	\$1,25,000 \$1,40,000 \$1,00,000	Ps. 99	5/- for year 10.10.09	84%	Tls. 135.5 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$20	\$5	...	Ps. 55	50 cents for year ending 31.7.08	8%	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,175,50	Tls. 8.37	Tls. 7.4 for year 31.12.09	12%	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	...	Tls. 4.82	Tls. 6 for 1909	7%	Tls. 75
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	...	Tls. 31,173	Tls. 25 for 1909	10%	Tls. 250 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	...	£74	15% per sh. for 1909 .....	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,15,000	NIL	60 cents for 1909	6%	\$11 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,00,000	30/-	0 cents for year ended 31.12.09 .....	...	\$2 sellers
Do. Do. special shares	50,000	\$1	\$1	...	2,622	20 cents for 1909 .....	...	\$81 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,00,000	\$1,89	\$1.10 for year ending 31.7.09	9%	\$19 buyers
Dairy Farm Company, Limited	40,000	\$75	56	\$1,00,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	61%	\$71 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,00,000	\$670	80 cents for year ending 31.12.08	10%	\$71 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,00,000	\$11,798	A dividend of \$1.10 per share and a bonus of 10 cents	61%	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	...	\$7,616	\$20 ex div. b.	...	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,00,000	\$11,761	Final of 58 for 1909	6%	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,00,000	\$11,716	Final of \$1 making in all \$1 for 1909	9%	\$211 sellers
Maatschappij tot Mijl, Bosch- en Landbouwexp. platte in Langkat, Limited	15,000	Rs. 100	Rs. 100	\$1,00,000	\$11,682	4th interim of Tls. 121 for 1909	5%	Tls. 1,450 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,00,000	\$1,204	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.09	54%	\$15 buyers
Peak Tramways Company (now)	50,000	\$10	\$10	...	Pa. 18,640	5/- paid shares for year ending 30.4.09	5%	\$160 buyers
Philippine Company, Limited	75,000	\$10	\$10	...	...	None	5%	\$20 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2%	Tls. 300 sellers
South China Morning Post, Limited	6,000	\$25	\$25	...	Dr. \$1,006	None .....	...
Steam Laundry Company, Limited	20,000	\$25	\$5	...	\$1,03	40 cents for year ending 31.12.09	8%	\$25 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,00,000	\$1,42	60 cents for year ending 31.12.09	8%	\$29 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000 \$25,000	\$2,615	60 cents per ord. share for year ending 31.12.09	5%	\$20 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	...	\$782	Final of 30 cents for 1908	68%	\$62 buyers
William Powell, Limited	15,000	\$7	\$7	...	...	Final of 30 cts. making 80 cts. for the 1 year ended 30th June, 1906 .....	...	\$3 sellers

Intimations

COMPANIA GENERAL DE TABACOS

ESTABLISHED IN 1882. CAPITAL £3,000,000



LA FLOR DE LA ISABELA.

High-grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS: